



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

State Highway
Administration

Beverley K. Swaim-Staley, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

MEMORANDUM

TO: Mr. Eric Marabello
Division Chief
Highway Design Division

ATTN: Mr. Matthew Stypula
Project Manager

FROM: Mr. Donald H. Sparklin *DHS*
Division Chief
Environmental Planning Division

DATE: March 5, 2010

RE: Project No.: PG413B21
MD 5 @ I-95/I-495 Metro Access Study
Prince George's County
Design Change Reevaluation – Phase 1

The following information verifies that the current design plan, when compared to that for which a Categorical Exclusion (CE) was approved by the Federal Highway Administration, will not result in significantly different environmental impacts.

- A. **Date CE/LA was approved by FHWA:**
CE: July 6, 1999 L/A: October 5, 2000
CE Reevaluation: August 15, 2003 (Phase 1)
CE Redline Revision Reevaluation May 19, 2008 (Phase 1)
- B. **Are the proposed improvements different than those approved for the CE?**
 X Yes No. Explain

The original project provided safety improvements and congestion relief to an area operating at peak capacity that was to receive additional travel demand from commuters using the new Branch Avenue Metro Station, located in the northeast quadrant of the I-95/I-495 inner loop and MD 5 exit. The Selected Alternate included constructing a directional ramp from I-95/I-495 westbound to MD 5 southbound and removing one loop ramp, to minimize weaving movements and traffic backups onto the interstate, and creating the new Metro Access Road and pedestrian bridge over MD 5. In 2003 the project was divided into two phases. Phase 1 included the interstate ramp work, with additional resurfacing and pedestrian accommodations. Access to the

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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new Branch Avenue Metro station would be by the local Auth Road during Phase 1. Phase 2 included construction of the new Metro Access Road, depression of the MD 5 southbound lanes to minimize travel delays, and the new pedestrian bridge. (Phase 2 is funded for PE only.) The 2008 Red line revisions (Phase 1) resurfaced and restriped a small section of the MD 5 southbound merge zone to minimize driver pavement glare and the potential for accidents.

Construction of Phase 1 of the MD 5 @ I-95/I-495 Metro Access project was completed in 2008 (**Attachment 1**). This project reconfigured the directional ramps from the outer loop of I-95/I-495 to MD 5 so that: a) all exiting traffic uses the same ramp for approximately 550 feet before the northbound traffic diverges via Auth Place/Auth Road, and b) southbound traffic continues on a flyover ramp over I-95/I-495, and joins the I-95/I-495 inner loop southbound MD 5 traffic approximately 700 feet before merging onto MD 5 (**Attachment 2**).

Currently, traffic exiting onto MD 5 is queuing on the inner loop of I-95/I-495. This project will restripe a section of the flyover ramp from one lane to two lanes to provide storage for these vehicles. The design changes begin on I-95/I-495 at Station 645+00 where Lane 4 will remain a choice lane for the interstate and MD 5 southbound traffic, but where Lane 5 will become a choice lane for traffic exiting in either direction onto MD 5 (**Attachment 3**). This section will require new pavement striping and a modification of the existing overhead sign.

Progressing approximately 550 feet along the ramp, the leftmost lane remains exclusive to the MD 5 southbound traffic (Ramp 2), and Lane 2 is a choice lane (**Attachment 4**). The southbound MD 5 traffic is now exclusively on the flyover ramp (Ramp 7), which remains two lanes for approximately 1,700 feet. The improvements will consist of restriping the existing shoulder as a through lane, and at the Ramp 2 and 7 split, grinding and resurfacing the gore.

The two lanes on Ramp 7 will merge into one, prior to the crest of the ramp (**Attachment 5**). Progressing 600 feet along the ramp, an additional lane of traffic from the inner loop of I-95/ I-495 (Ramp 6) joins the outer loop southbound MD 5 ramp traffic. From this point until the final merge onto MD 5, there will be no changes to the existing configuration.

C. Are the environmental impacts different? ____ Yes X No. Explain.

This project has no potential to affect historic properties and is exempt from further review under the Programmatic Agreement for Minor Projects (**Attachment 6**). There are no additional environmental impacts associated with these new changes.

- D. **Are there changes in the project surroundings (new development, etc.) ?**
_____ Yes X No. Explain.

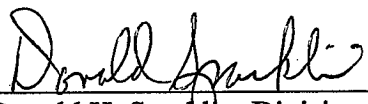
Since construction began, there have been no changes in the project surroundings.

- E. **Is the CE classification still valid? X Yes _____ No. If no, what additional or supplemental documentation is required?**

- F. **Are the commitments shown on the plans? X Yes _____ No. Identify commitments including those related to engineering.**

Reforestation, stormwater management and a pedestrian bridge are shown on the current design plans. An Interstate Access Point Approval is being pursued with the Federal Highway Administration regarding these modifications.

Concur:


Donald H. Sparklin, Division Chief
Environmental Planning Division

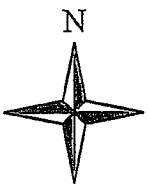
Date: 3/5/10

Attachments

cc: Ms. Barbara Allera-Bohlen, SHA-EPD
Ms. Karen Arnold, SHA-EPLD (w/Attachments)
Ms. Lourdes Castaneda, FHWA-DelMar "
Ms. Allison Grooms, SHA-EPLD
Mr. Joseph Kresslein, SHA-EPLD
Mr. Guy Talerico, SHA-OFIT (w/Attachments)
Mr. Brian Young, District 3 "

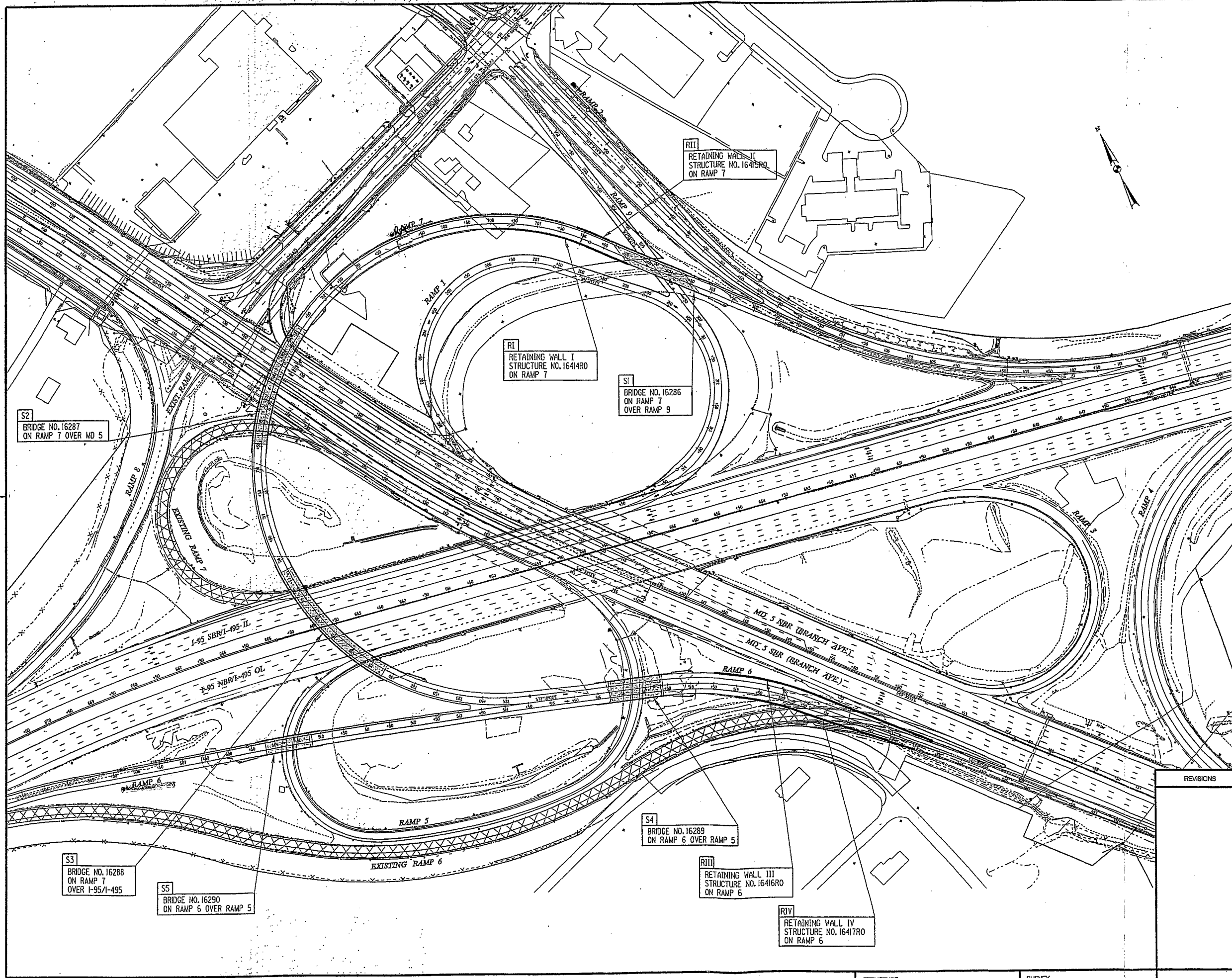
Location Map

MD 5: Branch Avenue Metro Station Access - Phase 1 (I-95/-495 Ramps to MD 5)



Not to Scale

Prince George's County



REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF BRIDGE DEVELOPMENT

THE I-95/I-495 AT MD 5 INTERCHANGE
STRUCTURE KEY PLAN

SCALE 1" = 100'-0" DATE JUN. 2005 CONTRACT PG4135172

DESIGNED BY B.A.G., S.L.L.
DRAWN BY D.A.C.
CHECKED BY J.L.R.

E.S.F.
JUN. 7, 2005

SHEET NO. 100 OF

INDEXED

OTHER CONTRACTS FOR THIS STRUCTURE

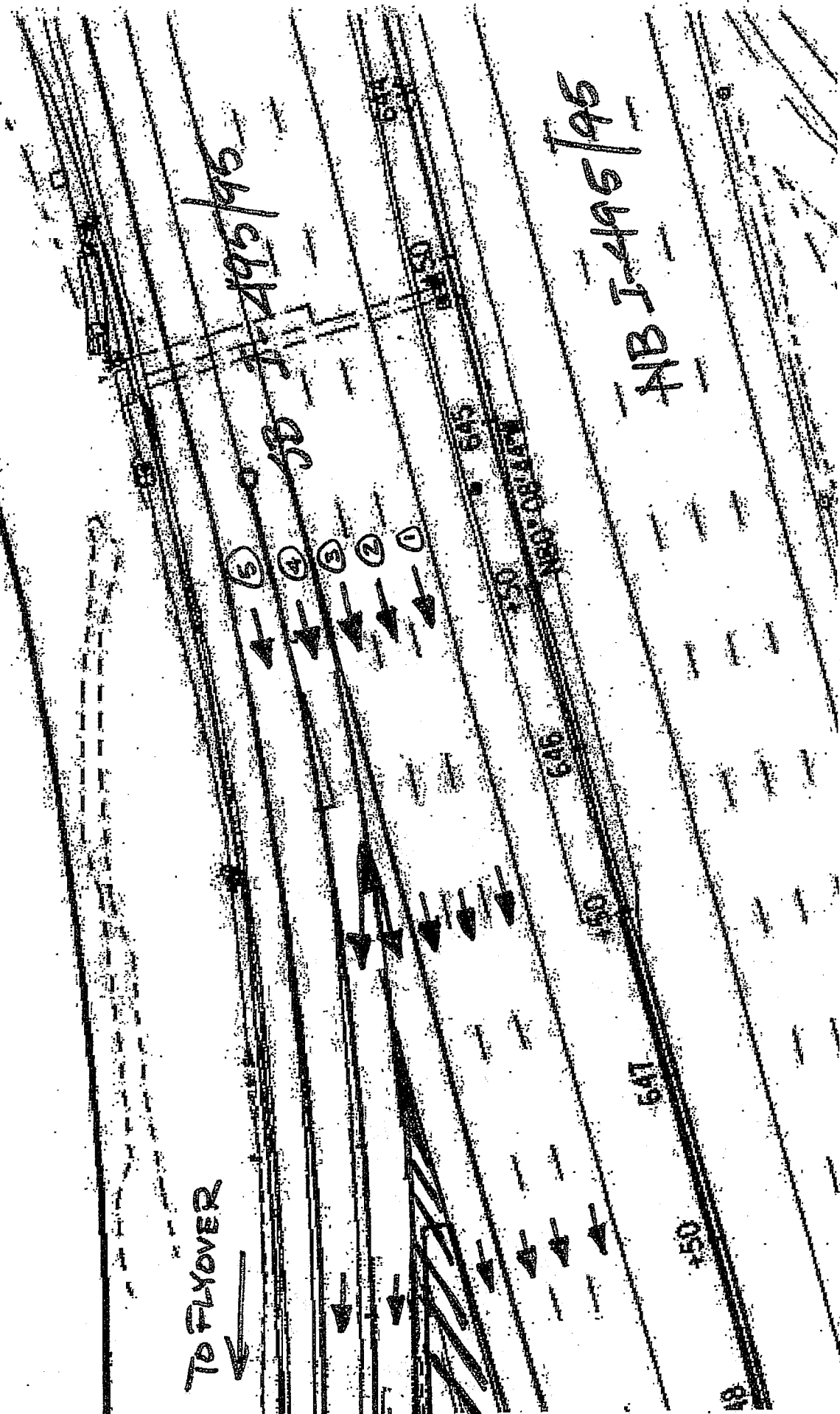
STRUCTURE
INVENTORY NO.

SURVEY
BOOK NO.

C:\bridge\bdd\5key.dgn

ALTERNATIVE 1

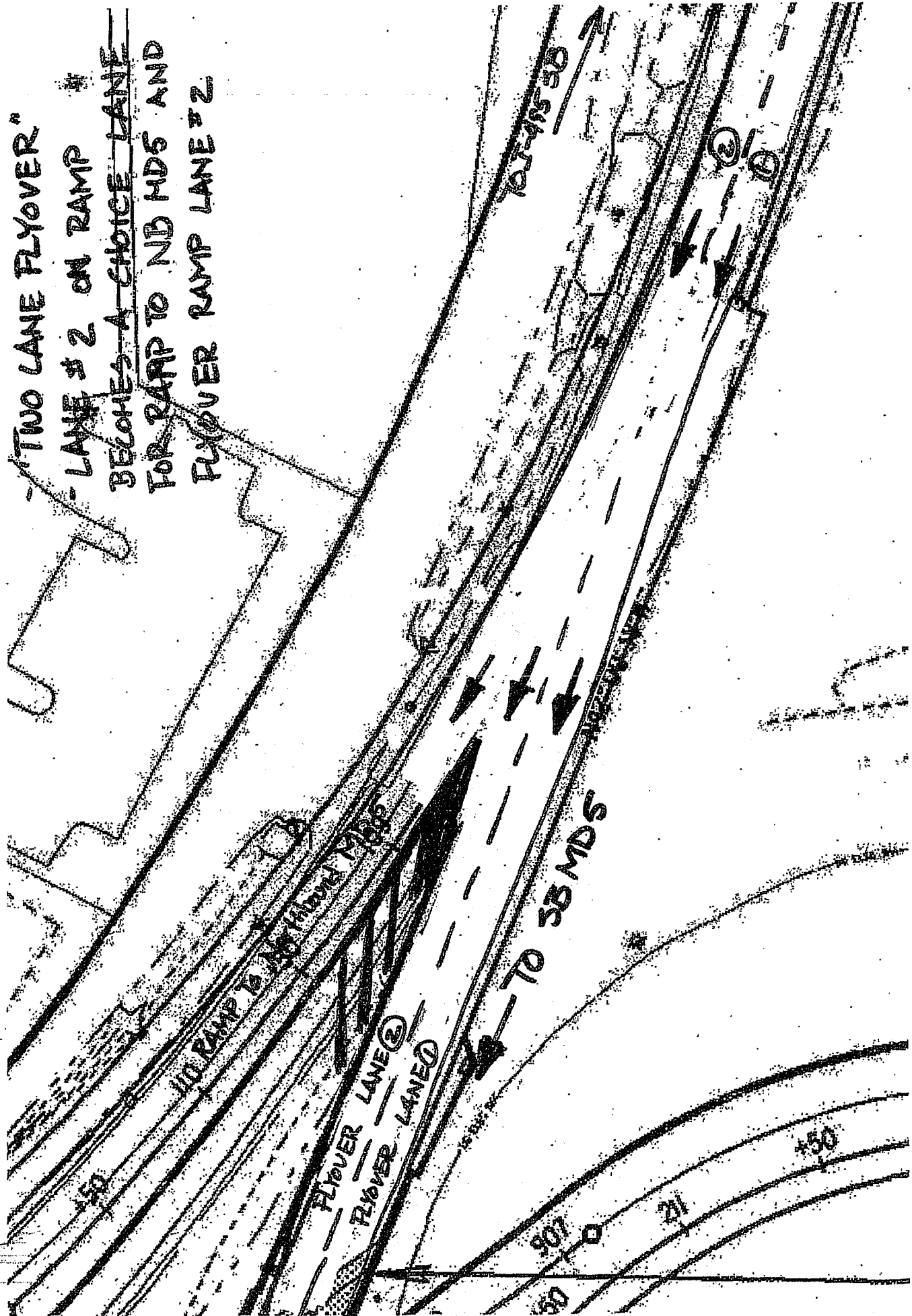
- "TWO LANE FLYOVER"
- EXIT FROM SB I-495 REMAINS AS IT EXISTS TODAY



ALTERNATIVE 1

"TWO LANE FLYOVER"

- LANE # 2 ON RAMP

BECOMES A CHOICE LANE
FOR RAMP TO NB HDS AND
FLYOVER RAMP LANE # 2



Attachment 6

Appendix 1
July 31, 2009

Project Exempt from Review Determination
(under the Programmatic Agreement for Minor Projects)

Project: Areawide - Fixed Static Signs and Pavement Markings

Master #: 6624

Description:

The Maryland State Highway Administration (SHA) is proposing areawide safety enhancements, consisting of sign installation and replacement and pavement marking upgrades. Work items include: installing and replacing fixed static signs; the installation of traffic markings, rumble strips, and snow and ice detectors; and may also include grinding and resurfacing to remove the current pavement markings. All work will be completed within existing right-of-way.

County: Areawide 7.5" Topographic Map Name:

Project Determined Exempt by SHA Cultural Resources Professional: Nichole Mutchie

Exempt Project Type: 2 5

Archeologist's Comments:

The SHA is proposing improvements to traffic signs and pavement markings in various locales across the state. Project work will include the installation of new traffic signs (fixed and static), and the modification or replacement of existing fixed and static signage. Work will also include the installation of traffic markings, rumble strips, and snow and ice detectors in some locations. The existing pavement markings may be removed through grinding and resurfacing. All work will occur within existing SHA right-of-way and the road surface will not be expanded for this work. Areawide clearance is issued through July 31, 2010 for projects limited to such work. The work items meet the requirements of exempt projects under the Programmatic Agreement (PA) with the Maryland Historical Trust under Stipulation IV.A.2 and Stipulation IV.A.5.

This Exempt Status Review applies strictly to projects limited to such work, and may not be combined with other exempt reviews. Projects involving combinations with other types of work, including other exempt types, will need to be reviewed by a cultural resource professional.